

COUNTRY	East Germany	REPORT NO.	
TOPIC	1. Bautzen-Litten airfield		
	2. Husaren Kaserne in Bautzen		
EVALUATION	25X1	PLACE OBTAINED	25X1
DATE OF CONTENT		25X1	
DATE OBTAINED		DATE PREPARED	27 July 1953
REFERENCES	25X1		
PAGES	3	ENCLOSURES (NO. & TYPE)	2 - sketches on ditto with legend
REMARKS			

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1. [redacted] the Ministry of the Interior had placed orders for the supply of runway mats to Bautzen airfield in May 1953.

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2. [redacted] the runway at Bautzen-Litten airfield had been extended as far as a point in line with kilometer marker 5.4 on Neupurschwitz-Wurschen road. This extended section had also been covered with runway mats. During the last days of May, earth was being filled in along the section where the runway crosses the former Purschwitz-Neupurschwitz road. Thus, there was no longer a gap in the runway [redacted] trucks moving along the runway [redacted] the runway had been partially covered with two layers of sheet metal plates. Earth was hauled from the northeastern section of the field on a narrow-gauge field railway track to a site south of the eastern half of the runway where the terrain was to be raised. A leveler towed by a prime mover was used for leveling the heaps of earth dispersed on the field. Two rollers were observed next to the runway. Some of the shovel-dredgers which were observed in the northeastern section of the field were in operation. However, only one of the four dredgers which were observed in the northwestern section was being used.

3. On 18 May, three additional fuel containers, including one which was newly tarred, were stored in the southwestern section of the field. The eight fuel containers north of the temporary buildings were still observed there.

4. A taxiway branched off approximately at a right angle from the western section of the runway and extended toward a structure east of the flight control station. A concrete road which, [redacted] was 6 meters wide, started at the entrance to the field just aft of the wall and extended toward the east. Along this road as far as the former Purschwitz-Neupurschwitz road there were aircraft revetments which were surrounded by earthwalls about 2.5 meters high. The communication strips between the revetments and the taxiway, which were parallel to the runway, and between the taxiway and the runway were also covered with runway mats. The sheet metal plates at the end of the communication strips and the taxiway were welded to the plates on the runway. This was done because it was impossible to fasten by hooks the longitudinal sides of the plates with the small sides. [redacted] sketch of a runway mat.<sup>1</sup> In early May, large boulders were stored in Neupurschwitz and hauled on tilting cars to the airfield where they were probably used for filling the road which had been partially staked off. Drainage pipes were stored east of the staked-off road. Work

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was being carried out by convicts.

5. The airfield was occupied by a few swept-back jet fighters after 2 June and by 19 swept-back jet planes after 4 June. Practice flights were made.<sup>2</sup>

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6.

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7. Runway mats, each about 2.5 meters x 50 cm, which had arrived at the field were laid on a runway in May 1953. The runway extended from west-southwest to east-northeast beginning at a point in line with kilometer marker 3.2 and terminating in line with kilometer marker 5.45 on Baschuetz-Wurschen road. The same runway mats were being laid on a taxiway which extended south of and parallel to the runway and the end of which was in communication with the runway. There was a connecting lane between runway and taxiway in line with the flight control station. At the east end of the runway, there was a large apron covered with runway mats, probably a dispersal area for a sizeable number of planes. The width of the runway was estimated at 35 meters and that of the taxiway at 15 meters. On 16 May, after the completion of the runway a party was given for the workmen in the Stadt Bautzen hotel.

8. The southern edge of the field was bordered by a brick wall and the extension east of Neupurschwitz could not be definitely observed. The northern edge of the field was bordered by a wire fence starting southwest of Litten and at the field path leading from Purschwitz to the southeast, extended southward toward kilometer marker 6.0 on Neupurschwitz-Wurschen road. In early June, there was still a gap in the fence at the northwestern corner of the field.<sup>3</sup> [redacted] sketch of the airfield.

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9. In mid-May, six caterpillar tractors were used for grading and rolling work in the northwestern corner of the field. Work continued there with the help of a dredger and five tippers in early June. The narrow-gauge field railway tracks were removed. Earth work was under way in the eastern section of the field where 3 dredgers, 4 steam locomotives with about 70 lorries and 7 tippers were used. Earth from the northeastern section of the field was hauled toward the field center.
10. Four fuel containers, each about 10 meters long, were installed in the southwestern corner of the field in early June. Additional containers were observed near the temporary buildings.
11. A radio installation consisting of a square of masts with a pointed tent in the middle was observed in the southeastern corner of the field in early June. The four masts were about 6 meters long each, about 5 meters apart and had a disk, about 20 cm in diameter, on top. A 2-meter-high rod antenna projected from the tent. In front of the flight control station, there was another pointed tent with a 4-meter-high radio mast which was braced by several guy wires and which had no disk at its upper end. Soviet soldiers were observed near the two radio installations.
12. The following air activity was observed at the field between 20 May and 5 June: 20 May. According to noises heard, a jet plane took off from and landed at the field. [redacted] the landings were made in order to test the runway. 4 June. Fifteen swept-back jet planes, apparently two-seaters, were parked in the southwestern section of the field. [redacted] 4 and 5 June. Only local flights were made. There was no air activity at night. The last plane landed at 7 p.m. Subsequently, the aircraft were covered with tarpaulins.<sup>2</sup>

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13. The flight and technical personnel at the field who were quartered in the Husaren Kaserne in Bautzen were daily hauled to the field in busses. VPL sentries guarded the Husaren Kaserne. Soviet Air Force soldiers were also observed at the barracks installation.

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15. Construction work at the field was nearing completion on 3 June and work was only under way at the fuel dump and in the northwestern and northeastern corners. The field was surrounded by a fence which had not been completed in the northwestern corner. A curved taxiway extended from the two ends of the runway to the south. [redacted] the field would be ready for occupation in the near future.

1. [redacted] Comment. "or sketch of runway mat, see Annex 1. [redacted] the length of the runway mats fluctuate between 2.5 and 4 meters. It is believed that the mats have a length of about 3 meters and a width of about 50 cm. The profile of the sheet-metal plates is not definitely known but it is definitely believed that the surface is not quite even.

2. [redacted] Comment. [redacted]  
[redacted]  
[redacted] aircraft of a fighter regiment from Grossenhain were stationed in the Bautzen area after early June. It is possible that the pilots of this regiment have to test the runway before it can be used for practice flights by VPL pilots.

3. [redacted] Comment. It is almost definitely believed that the runway at Bautzen-Litten airfield has been completed. "or location sketch of runway, see Annex 2. This sketch cannot be considered to be definitely reliable [redacted]

[redacted] the runway has a length of about 2,200 meters and a width of 35 meters. The width of the taxiway and concrete road is about 15 meters and 6 meters respectively. All dimensions reported indicate that the airfield is planned to be used only by jet fighters. The following buildings are believed to definitely exist at the field: one flight control building with a tower, one wooden hangar which has not been completed, several temporary buildings for quartering and storage purposes, and 2 fuel dumps with a total of about 11 fuel containers. Sketch contained in Annex 2 can be compared with a sketch previously furnished [redacted] According to another report, a second hangar had fallen to pieces or was dismantled [redacted] The personnel of the 3rd VPL Regt and of the assigned technical supply battalion are quartered in the Husaren Kaserne in Bautzen.

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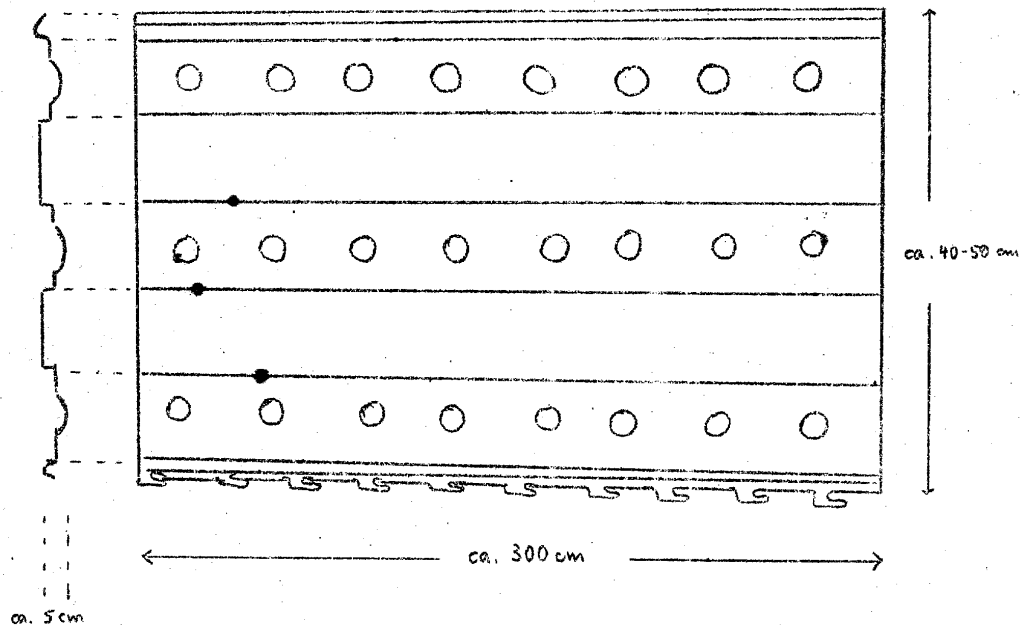
Annex 1

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Runway Mats Observed at Bautzen-Litten Airfield

Top View



Cross section

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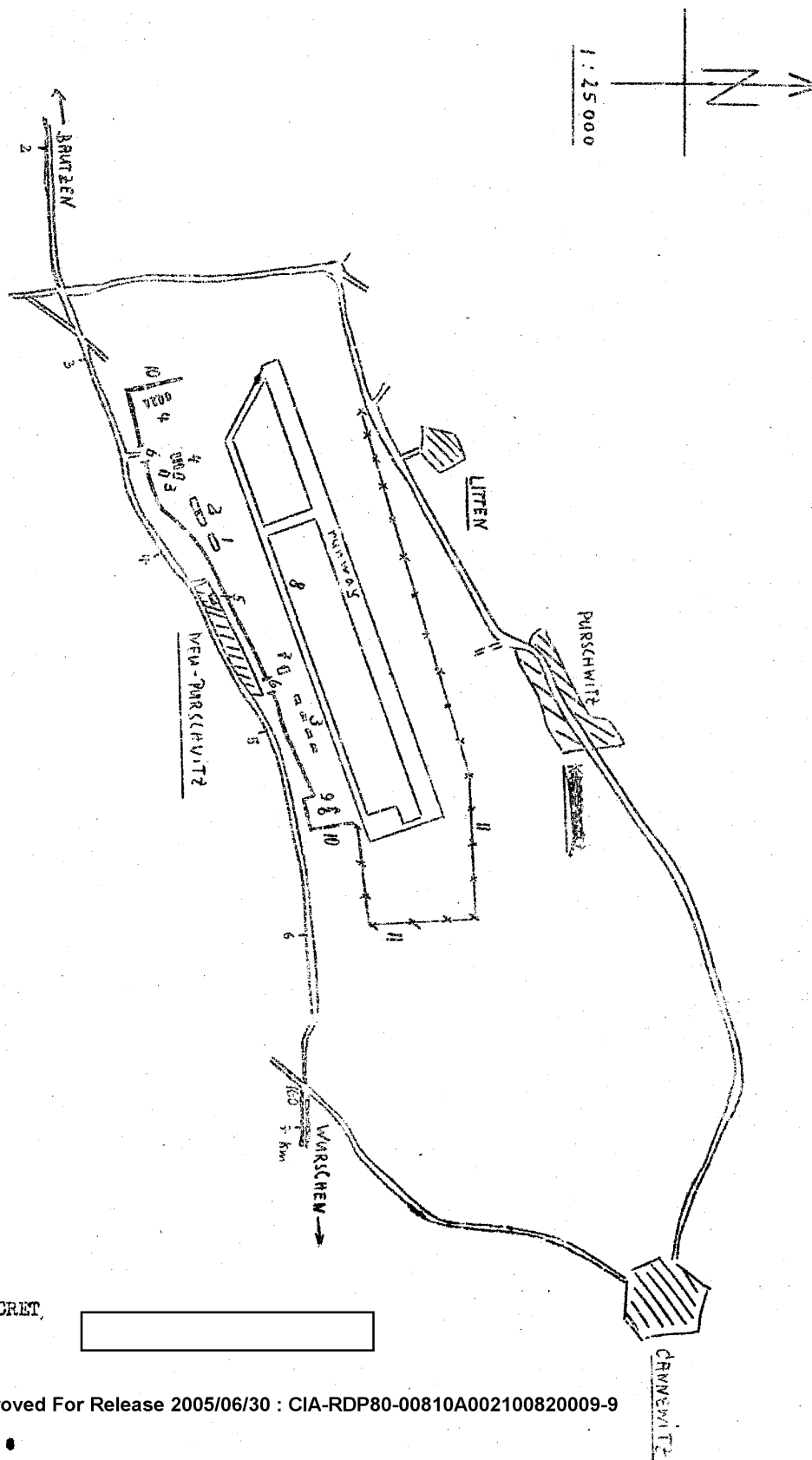
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## Annex 2

### Bautzen-Litten Airfield



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Annex 2



Legend:

- 1 Flight control station
- 2 Bare structure of wooden hangar
- 3 Quartering buildings for EM
- 4 Fuel containers
- 5 Transformer house with cable
- 6 Entrance gate to airfield
- 7 Temporary building occupied by construction staff of Baunions Dresden-South
- 8 Taxiway
- 9 Radio installation
- 10 Brick wall
- 11 Wire fence

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